

**APPROVED MINUTES**  
**BEAVERTON TRAFFIC COMMISSION MEETING**  
MARCH 5, 2009

**CALL TO ORDER**

On Thursday, March 5, 2009, at 7:00 p.m., Chairman Scott Knees called the City of Beaverton, Oregon, Traffic Commission to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

**ROLL CALL**

Traffic Commissioners present included Scott Knees, Ramona Crocker, Thomas Engel, Patrick Reynolds, Steve Harris and Vincent Tran. Commissioner Thomas Wesolowski was absent and excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Sergeant Steven Schaer, Senior Transportation Planner Margaret Middleton and Traffic Commission Recorder Debra Callender.

**VISITORS**

No one in the audience came forward to speak.

**STAFF COMMENTS**

Mr. Khasho said the Commissioner's podium packets include a memorandum from Traffic Sergeant Steve Schaer regarding Issue TC 649.

**CONSENT**

Chairman Knees reviewed the consent agenda comprised of the draft minutes of the February 5, 2009, meeting.

Several Commissioners asked for changes to the minutes.

Commissioner Tran said in the future he would like the meeting minutes to include more than just the Commissioner's questions and comments about consultant's presentations, especially the 2035 Transportation System Plan Update presentation. The minutes should include the consultant's response to each question or comment. He said this would make the minutes a more complete reference for the future.

Commissioner Tran **MOVED** and Commissioner Harris **SECONDED** a **MOTION** to approve the amended minutes for the February 5, 2009, Traffic Commission meeting.

The **MOTION CARRIED** (3:0). Commissioners Knees, Reynolds and Engel abstained from approving the minutes as they were not present at that meeting.

## **PUBLIC HEARING**

### **ISSUE TC 649: TWO-HOUR PARKING ON THE WEST SIDE OF SW LOMBARD AVENUE OLD ALIGNMENT SOUTH OF BROADWAY**

*Chairman Knees opened the public hearing on Issue TC 649.*

#### Staff Report

Mr. Khasho said this issue was requested by City staff. The construction of the Commuter Rail project and the realignment of SW Lombard Avenue south of Farmington Road resulted in a left over section of the old Lombard alignment. The section provides access to one of the Beaverton Town Center driveways. Prior to the realignment, both sides of this section of Lombard were posted "No Parking." The signs on the west side of the street were removed during construction and they have not been replaced. Downtown employees and transit users now park in these spaces along the west side of the old alignment. Once parked, these vehicles occupy the same parking space all day. He said there is ample unused parking available for employees and transit users in nearby City-owned parking lots.

Mr. Khasho said he has the authority to reinstall the "No Parking" signs that were previously posted along this section of roadway. However, Mr. Khasho recommends establishing a two-hour parking zone between 7 a.m. and 6 p.m., Monday through Friday, for approximately 150 feet on the west side of the left over section of SW Lombard Avenue old alignment. This is consistent with the Beaverton Downtown Parking Solutions Study's recommendation of two-hour parking limits as an optimal time for customers, clients and visitors in the Downtown Beaverton retail core. He asked the Commission to approve this request.

Chairman Knees asked what would happen to the parking if the Commission denies the request.

Mr. Khasho said he would reinstall the "No Parking" signs.

Commissioner Engel asked if Broadway has two-hour parking Monday through Friday.

Mr. Khasho said this is true on Broadway from East Street to Canyon Road. This part of Broadway is posted two-hour parking, Monday through Friday, from 7 a.m. to 6 p.m. On question from several Commissioners, he described the location of East Street as adjacent to Shirley's Café, Ringo's Tavern and Bank of America.

Commissioner Crocker said she thought the Commission previously approved half-hour parking, Monday through Saturday, for the section of Broadway near the shoe repair shop and Beaverton Sub Station.

Mr. Khasho said this area of Broadway is farther west, past Hall Boulevard. It is posted one-hour parking, 7 a.m. to 6 p.m., Monday through Saturday.

Commissioner Crocker asked if the same time limits might apply to the Lombard location under consideration.

Mr. Khasho said the reason for staff's Monday through Friday request is consistency with Broadway and the surrounding area.

#### Public Testimony

The Commission received written testimony on this issue from Traffic Sgt. Steven Schaer. *(Written testimony is on file with the staff report in the Engineering Division.)*

Charles Wilson, Beaverton, Oregon, is owner of the Beaverton Sub Station on SW Broadway. He is also chair of the City's Central Beaverton Neighborhood Association Committee (NAC). He received the public notice flyer on this issue and immediately wondered why the recommendation was not Monday through Saturday, instead of Friday. Mr. Wilson said Monday through Saturday parking restrictions work better for Downtown Beaverton businesses because they keep employees from monopolizing parking spaces needed for customers. He looked at the vehicles parked along the described section of Lombard and, based on what he observed, he believes most of the solid line of vehicles belonged to employees.

Mr. Wilson said Saturday is the biggest day of the week for many downtown businesses. Yet on that day, customers must compete for parking places with employees, trucks and customers from the nearby Farmer's Market. Once they unload their vegetables, they are looking for a place to park. Also, people might get on light rail and spend all day shopping in Portland while leaving their car parked all day on the street in Downtown Beaverton. This is not right. Parking needs to turnover on Saturday as well. While he is not pleased with the two-hour limit, the City can keep that as long as Saturday is included in the parking restriction.

Chairman Knees asked Mr. Wilson to confirm that his primary objection to the staff recommendation is that it ends on Friday, not Saturday.

Mr. Wilson said that is correct. If there is at least the potential of a parking citation, employees are less likely to park there all day on Saturday. Every employee car that is removed leaves room for a customer to park and do business. He believes the parking restrictions on Broadway should also extend to Saturday.

Chairman Knees thanked Mr. Wilson for sharing his views with the Commission.

#### Staff Comments

Mr. Khasho reiterated that there is ample free parking available for employees and transit users in the nearby City parking lots. In fact, the City lot near Lombard and Broadway is empty most of the time and is ideal for people who must park all day.

Commissioner Harris asked if most of the surrounding area is two-hour parking, Monday through Saturday.

Mr. Khasho answered that on Broadway, east of East Street, the two-hour parking limit is for Monday through Friday. In the section from the Beaverton Bakery to Watson, parking is restricted to one hour, Monday through Saturday.

Commissioner Tran asked why Saturday was not included in the proposed parking restriction.

Mr. Khasho said this is to keep the proposed restrictions consistent with the parking restrictions that are already in place in the surrounding area.

Commissioner Tran asked if there is any reason the parking restrictions in the surrounding areas were limited to Monday through Friday. Mr. Wilson just stated that Saturday is a busy day for Downtown Beaverton businesses. Monday through Saturday parking restrictions would better serve the needs of local business.

Mr. Khasho said that Monday through Friday restrictions have worked well. Even on the busiest days, there is always available on-street parking. This includes Saturday. He has never received a complaint from business owners or customers about the Monday through Friday parking restriction on that section of Broadway. Applying the restrictions consistently is important for visitors to Downtown Beaverton because they know in advance what to expect. Most importantly, the Downtown Beaverton Parking Solutions Study recommended two-hour parking, Monday through Friday, as a key component of a successful downtown parking plan.

Commissioner Tran asked if the Downtown Beaverton Parking Solutions Study identified only Monday through Friday and specifically did not mention Saturday.

Mr. Khasho said the study was based on need and some exceptions, even on time limits, were allowed.

Commissioner Tran asked, if the parking restrictions were extended to include Saturday, what would be the concern other than inconsistency.

Mr. Khasho said his only concern is consistency within the area.

Commissioner Tran said if the consistent practice became Monday through Saturday then we could remove the Monday through Friday restrictions.

Mr. Khasho said this seems unnecessary. He has received no complaints from the public. If he had, he would have brought the issue to the Commission. However, if the Commission feels the need to change the parking restrictions on this section of Broadway to Monday through Saturday, he will look into it. He reiterated that he has received no complaints on the Monday through Friday parking restriction on this section of Broadway from either business owners or the public. It works well.

Commissioner Tran said this could be a test case to see how it would play out and which direction might make sense.

Mr. Khasho said it cannot be a test case because there is existing two-hour parking on Broadway, Monday through Friday, and it already works very well.

Commissioner Tran said what he meant was applying the Monday through Saturday parking restriction to this section of Lombard.

Mr. Khasho said that is up to the Commission. He is open to that change.

Commissioner Engel said he is torn about this issue. On one hand, he sees the inherent logic of Monday through Saturday and, on the other hand, he does not want to tamper with the consistency issue. He asked what has to happen procedurally for the Commission to discuss the issue of changing all of Broadway to a Monday through Saturday parking restriction? Would this need to be considered at a separate public hearing?

Chairman Knees said that is outside the scope of tonight's public hearing on Issue TC 649. If the Commission deliberated and decided to add Monday through Saturday parking restrictions on this section of Lombard, the Commission could vote on that motion.

Commissioner Engel said he feels conflicted because he wants consistency, yet he knows many people invested time, effort and resources to develop the Beaverton Downtown Parking Solutions Study. The study performed an in-depth analysis and made valid recommendations, which he respects. He said Mr. Wilson also makes a rational point and it is hard to reconcile these different viewpoints.

Chairman Knees asked Sgt. Shear if police would have more challenges enforcing parking if Downtown Beaverton had a mix of two-hour parking restrictions—some areas with Monday through Friday and some with Monday through Saturday.

Sgt. Schaer said consistency is always most effective. Having all restrictions end consistently on either Friday or Saturday would greatly help law enforcement deal with violators.

Commissioner Tran asked if the Beaverton Downtown Parking Solutions Study concluded specifically that Saturday, two-hour parking restrictions were not necessary.

Mr. Khasho said the study did not address the differences between Friday and Saturday. It did address the duration of the parking limit.

*Chairman Knees closed the public hearing on Issue TC 649.*

#### Commission Deliberation

Chairman Knees said he agrees with Commissioner Engel that extending the restrictions to include Saturday makes sense. If the Commission wants to explore that idea, it should be a broader effort that would include all of Broadway or perhaps the entire parking study area. He cannot support treating a few parking spaces on Lombard differently than the surrounding area.

Commissioner Engel agreed. He asked what others thought about denying the request for TC 649 with the intent of returning later to review the remaining sections of Broadway that were not covered by the City Council decision for one-hour parking.

Chairman Knees wondered about the best process for the Commission to use to think about changing the parking restrictions to include Saturday. How large an area should this encompass?

Commissioner Reynolds said he would not vote to support the staff recommendation on TC 649. He said the entire length of Broadway should have Monday through Saturday parking restrictions. He is concerned about the businesses on Broadway. He has tried to find on-street parking downtown on Saturdays and sometimes it is difficult. He wants to give his business to Downtown Beaverton merchants.

Commissioner Tran agreed. Based on Sgt. Shaer's comments about the logistics of parking enforcement, he thinks the Monday through Saturday issue needs a broader review. He would like to give all the business owners a chance to voice their opinions on this issue.

Chairman Knees reminded the Commissioners that this section of Lombard would become a "No Parking" zone if they deny the recommendation on TC 649.

Commissioner Engel said that is better than sowing the seeds of inconsistency. He asked how the Commission feels about reopening this issue, particularly considering that the City already produced a professional study that included business and public input. Will reopening this issue create more problems than it resolves?

Chairman Knees responded that parking is never a clear-cut issue because people choose to park in particular locations for a variety of reasons. In a business area, there is parking competition between customers and employees. The *Beaverton Downtown Parking Solutions Study* determined that two-hour parking makes it more difficult for employees to monopolize on-street parking that is necessary for customer turnover. The study did not specifically look at Saturday parking. He believes the parking study assumed that Monday through Friday parking demand was high and there was less demand on Saturday and Sunday. Based on Mr. Wilson's testimony, that is not the case in part of the study area. He sees no harm in opening up a few more two-hour, Monday through Friday, parking spaces. If he were an employee working in Downtown Beaverton, he would find a parking lot where he could leave his car all day, every day and not have to search out a different location on Saturday. The Commission could approve TC 649 and later investigate changing the restriction to include Saturday. Before including Saturday, he would first want a dialog with staff that is separate from this issue.

Commissioner Engel asked if it was actually the turnover hours that are most contentious. Why not include Sunday, too? Why not make it two hours at all times? It is not as if the downtown churches will have competition for parking spots on Sunday morning. Why is Sunday off limits?

Chairman Knees said that in previous Traffic Commission parking issues, turnover was always a more contentious topic than days of the week. As a member of the citizen task force working on the *Beaverton Downtown Parking Solutions Study*, it seemed very clear cut that the turnover issues could easily be addressed with a two-hour parking restriction. It now appears they were mistaken.

Commissioner Tran said he had forgotten that this section of Lombard would revert to a no parking zone if the Commission does not approve the recommendation on Issue TC 649. In that case, it would be better to move forward and allow Monday through Friday parking in this location. Later, the Commission and staff could have a conversation about extending the restrictions to include Saturday. This later change might be based on business needs or on a second downtown parking study.

Commissioner Crocker said they learned at previous public hearings that the Beaverton Police do not enforce parking duration restrictions. Business owners testified on that point. Based on that, any arguments on the need for consistency are irrelevant. The lack of parking enforcement drove the business owners to ask the Commission for one-hour parking, instead of the two-hours recommended by the study. The Farmer's Market continues to grow and that growth affects parking in all of Downtown Beaverton. These factors make it important to include Saturday in the parking restrictions. She supports denying the staff request on TC 649. She would like the Commission to further review the idea of including Saturday in the downtown parking restrictions.

Commissioner Reynolds said he has not been in Downtown Beaverton on Sunday, so he does not know which businesses are open. He would like to know where the business owners who are open on Sunday park their vehicles. Do they park on Broadway or Lombard?

Chairman Knees said what they do know is that at least two City-owned parking lots near the corner of Broadway and Lombard remain mostly empty. Employees and customers are welcome to park all day, every day in these underutilized lots. He said the main objective of the Beaverton Downtown Parking Solutions Study was to determine if there was enough parking available in the downtown area. If there was not enough parking, the study was to suggest methods to manage that shortage. The study found there was a great deal of unused parking in Downtown Beaverton. If this request is denied, there is still ample parking available nearby.

Commissioner Harris said TC 649 is designed to correct a problem that was created during the realignment of Lombard. He supports following the staff recommendation on TC 649 and following up later on the other issues. TC 649 is consistent with other parking regulations in the area and corrects a problem associated with the realignment. He agrees with the idea of Monday through Saturday parking restrictions because Downtown Beaverton is as busy on Saturday as it is on any weekday. TC 649 is not the place to confront the Saturday issue. He supports the recommendation.

Commissioner Tran questioned whether staff might be more likely to follow up on the Saturday issue if the Commission rejected the staff recommendation on TC 649. He said that this is a potential risk and his largest concern is that approving TC 649 would "take the heat off" and reduce the likelihood of staff following up on Monday through Saturday restrictions in other areas of downtown.

Chairman Knees said his experience is that when the Commission asks staff to investigate they always follow up. He does not share Commissioner Tran's concern.

Commissioner Tran said if they were to close down this section of on-street parking, it would likely get the attention of other business owners in the area. It is critical to get participation from the business owners when deciding this proposal. If they (business owners) start to lose some parking then they will understand why and how we are potentially opening up the scope of this to extend Monday through Saturday to other areas. It will help get the word out and increase business owner participation in those areas.

Chairman Knees said Mr. Wilson personally canvassed other downtown business owners and brought to the Commission a petition with a list of signatures from local business owners for a previous public hearing on parking.

Chairman Knees called for a motion.

Commissioner Harris **MOVED** and Commissioner Engel **SECONDED** a **MOTION** to approve as written the staff recommendation for TC 649 "Two-Hour Parking on the West Side of SW Lombard Avenue Old Alignment South of Broadway."

No discussion followed. The Chairman called the question and the **MOTION FAILED** (3:3:0).

Commissioners Knees, Harris and Engel voted "aye." Commissioners Reynolds, Crocker and Tran voted "nay." There were no abstentions.

Mr. Khasho suggested that the Commission consider making a motion for a two-hour, Monday through Saturday parking restriction for TC 649. They could then come back later and revisit the Monday through Saturday question for the remainder of Broadway. Staff would need to rewrite the final written order and bring it back for a vote at the April meeting.

Commissioner Tran **MOVED** and Commissioner Reynolds **SECONDED** a **MOTION** to modify the staff recommendation to include two-hour parking, Monday through Saturday on TC 649 "Two-Hour Parking on the West Side of SW Lombard Avenue Old Alignment South of Broadway."

Commissioner Engel thanked Mr. Wilson for helping the Commission think through this issue. Commissioner Engel said they should let this section of street go back to a "No Parking" zone. This would remove the inconsistency. It should either be no parking or be consistent with other parking in Downtown Beaverton. Marking this one strip Monday through Friday will increase parking enforcement difficulties. People are creatures of habit and having one isolated section signed differently than surrounding parking is inconsistent. While he would like to see most of the parking in this area modified to include Saturday, this is not the best way to go about it.

Chairman Knees said people are currently parking there. If the Commission denies this recommendation, that will certainly raise the attention level for these "creatures of habit."

Commissioner Harris agreed with Commissioner Engel's viewpoint. Consistency is important. He doubts that denying this request will move anything forward. He is



confident that staff will review the Commission's Monday through Saturday request if the Commission asks. The City will also have to determine the costs involved in changing to Monday through Saturday restrictions. He would like to see the change, but again, consistency is important. Changing this one strip will definitely confuse drivers who regularly park downtown.

The Chairman called the question and the **MOTION CARRIED** (4:2).

Commissioners Knees, Crocker, Reynolds and Tran voted "aye." Commissioners Harris and Engel voted "nay."

Mr. Khasho said he will rewrite the final written order on TC 649 and bring the revision to the next meeting for Commission approval.

## **PRESENTATION**

### **BEAVERTON FARMER'S MARKET PARKING STUDY**

Mrs. Middleton said that in 2005-2006 the City completed the Beaverton Downtown Parking Solutions Study. The study showed that in the study area there was only 40 percent parking occupancy, versus the ideal 85 percent occupancy rate. This study included a commitment to separately study parking in the area of Beaverton's Farmer's Market. The market is well attended and people were concerned that the amount of traffic and on-street parking needed could affect nearby businesses. The study looked at parking on one market day, Saturday, July 26, 2008. Rick Williams Consulting of Portland, Oregon, conducted the study.

Mrs. Middleton reviewed the nine-page Parking Capacity and Utilization Study (On-Street) at Beaverton's Farmer's Market. (The study is on file and available in the Public Works Department, Engineering Division. A two-page summary is also available on request.) The Commissioners listened to the presentation.

As a member of the Citizens Advisory Committee for the Beaverton Downtown Parking Solutions Study, Chairman Knees recalled that when parking reaches 85 percent of available capacity this is the time to begin looking at alternatives because the parking system is under stress. The data shows we are close to that point at the Farmer's Market, which means some recommendations might need to be implemented more quickly. The study's recommendation to use roving patrols to discourage abuse of the Library parking lot will increase the competition for on-street parking in the study area.

Mrs. Middleton said the study encourages a proactive search for additional parking supply before parking exceeds capacity. The Farmer's Market Parking Study will go to City Council in June and staff will wait for Council's directions on how to proceed. The Traffic Commission's only responsibility is to hear the summary as background information and be aware that this study might influence future staff requests.

Chairman Knees invited Ginger Rapport to give her view on Farmer's Market parking.

Ginger Rapport, representing Beaverton Farmer's Market said she has been market manager for 14 years. She noted that all of the study recommendations were looked at and found infeasible or tried and not worked. For instance, the Study's recommendation to collaborate with nearby churches to use their surface parking lots has been tried by several churches and discontinued, perhaps because of liability concerns.

Ms. Rapport said she is open to any suggestions the City might make for Farmer's Market parking. The market sends electronic newsletters to about 2000 people with updates on market issues, including parking. Ms. Rapport believes fewer people park south of the market simply because they hope to find a parking place closer to the market. People want to walk the shortest distance possible to reach the market.

## **OLD BUSINESS**

Mr. Khasho said that on February 23 the Beaverton City Council approved the Traffic Commission recommendations on Issues TC 647 and 648.

Mr. Khasho distributed to each Commissioner a copy of the Washington County flashing yellow arrow signals list. It is hoped that most intersections on this list will have flashing yellow arrows by the end of summer 2009. Murray and Scholls Ferry will have flashing yellow arrows at all intersections, with the exception of Scholls Ferry at Barrows Road.

Commissioner Harris said the flashing yellow arrow at Murray/Scholls Ferry is not successful. He has seen a number of crashes there.

Mr. Khasho said he is staying in close contact with Washington County on that intersection and they are monitoring the crashes. So far, his review of the crash reports show drivers not paying attention, talking on cell phones or just blindly following the car in front of them without yielding.

Chairman Knees asked if the flashing yellow signal installations will be on both cross streets or only at the turn from the major street onto the side street.

Mr. Khasho said the majority will be placed on the major street.

Commissioner Reynolds said the County misspelled the word "Conestoga" on the list.

Commissioner Tran asked about his request for a flashing yellow signal at Farmington and Cedar Hills. He does not see it on this list.

Mr. Khasho is still reviewing this. The City is also considering adding flashing yellow arrows to the traffic signals on Cedar Hills Boulevard, beginning at Hall Boulevard, Fairfield, Jenkins and at the entry to Borders Books. He has also been reviewing Farmington Road to determine whether adding additional flashing yellow signals is appropriate. Mr. Khasho has identified Farmington and southbound Watson as a good prospect for a flashing yellow signal.

Regarding Commissioner Tran's request for a flashing yellow signal at Farmington Road and Cedar Hills Boulevard, Mr. Khasho said this intersection is much more challenging than most because of the railroad crossing. Traffic signals adjacent to railroad crossings have railroad crossing orders issued by the Oregon Department of Transportation (ODOT). These crossing orders describe very specifically how the rail crossing and traffic signal must function. When a train rolls along the rails beside Farmington Road, the crossing gates are in the down position. The east-west traffic signals on Farmington then turn green to keep traffic flowing. If a flashing yellow signal were in place, it would flash yellow to indicate that drivers could turn left if they first yield.

Mr. Khasho said it would be extremely unsafe to send vehicles toward the rail crossing bars while a train is in the crossing. He feels strongly that this is a traffic safety issue. In addition, it would take a tremendous effort to convince ODOT Rail Division to approve a change to an existing rail crossing order. In fact, it is extremely unlikely they would even consider the request. Farmington and Watson will have a flashing yellow arrow.

Commissioner Tran asked if the signal could be programmed to only flash yellow when the railroad crossing arm is in the up position.

Mr. Khasho said drivers learn to expect a signal to work in a specific pattern. The kind of changes Commissioner Tran describes would confuse drivers' expectations. Drivers behave on habit as much as on clear directions from signals. Giving drivers inconsistent directions could easily cause a crash. Consistency is a critical element in creating a safer driving environment. Mr. Khasho explained how the signal's conflict monitor works and why programming exceptions would cause all the signal heads at the intersection to go into flash mode.

Commissioner Tran asked if Mr. Khasho considered how visible the railroad crossing is from the left turn lane.

Mr. Khasho said the railroad crossing is very close to the intersection, with perhaps only one or two car lengths between the crossing arms and the intersection.

Commissioner Tran said that is his point. The intersection is easily visible. It is not as if the driver is taking a turn on a blind corner and running into an unseen railroad barricade. He said the flashing yellow is only one solution. That solution came from looking at how we treat the westbound turn. There is only a short segment of turn lane to hold both east- and westbound vehicles on Farmington. He often sees vehicles trying to "squeeze in" and not being able to because the holding lanes are short. Some drivers force part of their vehicle into the turn lane and leave part of the vehicle in the through lane. Parents are in a rush to drop their children off at school which is understandable. This creates the potential for a collision. Installing a flashing yellow signal would alleviate this congestion. If Mr. Khasho will not correct this problem with a flashing yellow signal, Commissioner Tran asked how Mr. Khasho intends to address the possibility of potential collisions here.

Mr. Khasho responded that he agrees that the vehicle storage lanes are limited for

drivers waiting to turn. However, cars approaching from behind have adequate room to stop if the turn lane traffic spills over into the through lanes. Compare this to the severity of a collision between a train and a car. The potential for a serious crash is lower as the intersection stands now. Mr. Khasho said he is also looking at adding an adaptive signal timing system as an option to increase traffic flow on Farmington. This system would constantly monitor traffic flow and adjust green time based on entering traffic. Currently the signals are set for specific cycle lengths.

Commissioner Tran said he understands Mr. Khasho's opinion of the potential risk. He asked staff to review this intersection from a historical standpoint to assess risk. Does staff have records of all the collisions at this intersection?

Mr. Khasho said he has access to crash records for all intersections in Beaverton and he views them often. ODOT logs every crash as long as the vehicle owner filed a State of Oregon report.

Commissioner Tran asked Mr. Khasho to bring those records to a future meeting.

Mr. Khasho asked what information he specifically needs.

Commissioner Tran said he wants to see if the risk at that intersection is significantly higher than at other intersections in Beaverton.

Mr. Khasho explained the Safety Priority Index System (SPIS), an intersection safety ranking tool used by both Washington County and ODOT. These jurisdictions rank intersection safety by comparing crash data collected during the past three years for each major intersection. Mr. Khasho said most major intersections in Beaverton are either under County or ODOT jurisdiction. To answer Commissioner Tran's concern, he would have to study and rank intersections city-wide to develop an accurate picture.

Commissioner Tran said he does not want a full comparison study, just an examination of existing data to put the risks at this intersection into perspective. Last Tuesday, he saw a "major crash" at that intersection. He drives through this intersection twice each day and his concern is raised every time. If the City has data to show that this is not a significant issue, he would like to know about it.

Mr. Khasho said transportation engineers consider a variety of factors before concluding that an intersection is disproportionately dangerous. They are also aware of random patterns. He will review the intersection's crash data. However, that does not mean that a flashing yellow signal is appropriate at that intersection. Based on his years of experience, he cannot support installing a flashing yellow arrow at an intersection with a rail crossing.

Commissioner Tran said his interest in this intersection has moved beyond the flashing yellow. He would like Mr. Khasho to pursue the mentioned options, including perhaps potentially shutting down one of the turn lanes onto Cedar Hills. There are many other left turn opportunities for drivers farther down the road. Staff needs to explore more options to avoid having a potential risk of collisions there based on the current situation.

Mr. Khasho said there has to be an extremely severe problem in order to close a traffic movement at an intersection. The intersection at Farmington and Cedar Hills has never stood out as an intersection with major crash problems. Nevertheless, he will review the crash data. Murray Boulevard at Tualatin Valley (TV) Highway is No. 1 or 2 on the County and State SPIS list. All turn movements remain open. Years ago, the Traffic Commission held public hearings about the nearby intersection of 144<sup>th</sup> at TV Highway. After several hearings, all turns from 144<sup>th</sup> onto TV Highway were restricted to a “right in—right out” movement. Even after that restriction, Murray at TV Highway remains high on the SPIS list.

Commissioner Crocker observed that new housing construction is taking place on Tucker Street near the Beaverton Library. She said Tucker is a narrow street and construction crews and equipment have been parking there. To the best of her knowledge, part of Tucker is marked “No Parking,” however, she thought Tucker from 5<sup>th</sup> to 2<sup>nd</sup> Street it is not marked “No Parking.” She suggested that the entire east side of Tucker be marked “No Parking.”

Mr. Khasho said he just walked that part of Tucker while inventorying downtown parking. On Tucker, between 3<sup>rd</sup> and 5<sup>th</sup> parking is not allowed along the Library property. On the west side of Tucker between 3<sup>rd</sup> and 2<sup>nd</sup> parking is not allowed. Parking is allowed on the east side.

Commissioner Crocker said that worked fine when the adjoining property was a vacant lot and visibility was better than it is now. She suggested that the entire east side of Tucker be marked as a “No Parking” zone.

Mr. Khasho said he will measure the street width and return with a recommendation.

Chairman Knees requested a copy of the email distributed last month from City Councilor Cathy Stanton. Ms. Callender will send him a copy.

## **NEW BUSINESS**

Mr. Khasho said the Commissioners had a copy of a City press release about projects the City submitted for Beaverton’s share of the federal stimulus package. Project No. 1 is the Farmington Road adaptive signal control project that he mentioned earlier. The project extends from Hocken Avenue to Griffith Drive on Farmington. If selected for funding, this project should significantly improve Farmington’s traffic flow. The City is currently updating the traffic signal fiber optics on Farmington using Traffic Enhancement Program funds. This will make Farmington one of the most sophisticated traffic control corridors in the city.

Project No. 2 on the list submitted for federal funding is a pavement overlay project for Hall Boulevard, between Ridgecrest Drive and Hart Road. The funding list also includes sidewalk projects on Laurelwood Drive and 87<sup>th</sup> Avenue. Sidewalks for Birchwood Drive are on the list of alternate projects.

Chairman Knees asked why the 125<sup>th</sup> extension is not on the funding list.

Mr. Khasho said Beaverton's share from the federal stimulus package is about \$2.2 million. The 125<sup>th</sup> extension requires about \$15 million.

Mr. Khasho returned to a problem that Chairman Knees mentioned at a previous meeting. Drivers were having problems making a left turn at the traffic signal from Teal onto Murray Boulevard. Mr. Khasho said County crews repaired the signal, then it failed two more times. In the end, they installed video detection devices on the mast arm. That video detection corrected the turn problem.

Chairman Knees thanked Mr. Khasho for his perseverance in making sure the County repaired this signal.

Commissioner Harris asked if this included making a left turn from Murray onto Teal.

Mr. Khasho said the repair only included the west leg of the intersection. He explained that the traffic signal is owned and controlled by the County, Murray is a County road and Teal is a City of Beaverton road.

Commissioner Harris said it is difficult to make a left turn from Murray onto Teal and into the shopping center. The left turn signal is short and there is often a queue in the turn lane.

Mr. Khasho said the cycle length is long on Murray because it is a major street.

Chairman Knees said when the left turn lane gets a green light, it lasts long enough to empty the turn lane.

Mr. Khasho discussed a point of procedure with the Commission. He received an email from Commissioner Crocker several weeks ago expressing concern about how staff communicates with Traffic Commissioners outside the meetings. Specifically, should all Commissioners receive complementary copies (CC) of email questions sent from the City Traffic Engineer to individual Commissioners? The Commission bylaws outline no formal procedure. No other City boards or commissions, besides City Council, address this point in their bylaws. The Traffic Commission bylaws need to be amended if the Commission wants a formal process on how and to whom staff responds when answering Commission questions.

Mr. Khasho's viewpoint is that some of the email questions he has received from Commissioners are not connected to public hearing issues currently under consideration. He could spend hours before a meeting researching these questions with minimal benefit to the Commission. He stated that Commissioner Crocker was unhappy when he did not forward answers to her emails to all other Commissioners. He is bringing the concern forward to learn how the Commission as a whole feels on this issue. He asked the Commissioners if they thought there was a need to set a formal procedure as to how Commission questions are handled.

Commissioner Crocker explained her viewpoint. Twice during the last year she has emailed Mr. Khasho questions related to issues in the staff reports. She forwarded

these questions to the other Commissioners as well because she thought they might have had the same questions when reading the reports. She thought they would appreciate reading the answers. Her concern is that Mr. Khasho responded to these questions by either sending an email to her alone or by telephoning her. She gets the information but her fellow Commissioners do not. Commissioner Crocker feels this is not proper because not all Commissioners have access to the same information. Based on this, she inquired if there was a prescribed process outlining how staff should respond to Commissioner questions. She said Mr. Khasho responded that he had asked the City Attorney's advice and had learned that if the Commission were to implement a procedure for responses, it would require a change in the Commission's bylaws. Commissioner Crocker clarified that she is not asking to change the bylaws.

Chairman Knees said he has sent Mr. Khasho questions about current issues where he knew Mr. Khasho would not have time to research the question and respond before the meeting. Mr. Khasho has then answered his question at the meeting. If he sent Mr. Khasho a question without CCing the entire Commission, is it appropriate for Mr. Khasho to send the reply to everyone on the Commission?

Mr. Khasho said there is no formalized procedure. If the answer will truly assist the Commissioners in making a decision, he does not mind sending it to all Commissioners. When the question is not related to any current issue, he sees no reason to CC all Commissioners. He feels frustrated when he receives a long list of questions that take hours to research, yet the questions are only vaguely related to the general area surrounding the public hearing issue. It is extremely time consuming for staff and provides limited benefit to the Commission.

Chairman Knees commented that we have now invented forms of communication that do not keep up with technology and we no longer have the time required to respond via the various forms of technology.

Commissioner Tran said if a Commissioner sends a question to all Commissioners, then staff should respond to all Commissioners. If a Commissioner sends only to staff, then staff responds only to that Commissioner. Then Mr. Khasho would not have to make the decision.

Mr. Khasho said when he invests half a day or more researching Commissioner questions, those questions need to be clearly relevant and directly related to the issues before the Commission and assist the Commission in making a decision.

Commissioner Crocker said when she initiates questions, she determines whether or not they are relevant to the issue. If she did not believe they were relevant, she would not bother to CC fellow Commissioners. She was surprised and disappointed when the other Commissioners were not sent the same answers. They have as much right to have the information as she does because it might affect their decision. Mr. Khasho's cover memo in the Commission packet invites Commissioners to contact him with questions. If she sends questions and CCs the other Commissioners, she expects Mr. Khasho to also CC the other Commissioners with his answers. At the time she raised the issue, she was not aware that a new procedure would involve changing the Commission bylaws. With the Beaverton City Council, all Councilors must have access to the same information when making a decision.

Commissioner Tran said what they just agreed to in that dialog is that we can honor Commissioner Crocker's request. If one of the Commissioners initiates a question and includes all Commissioners in the email, then staff's response must include all Commissioners.

Chairman Knees said the Commission will forgo bylaw changes.

## **ADJOURNMENT**

Chairman Knees adjourned the March 5 meeting of the Traffic Commission at 9:35 p.m. The next meeting of the Commission is April 2, 2009.

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Debra Callender  
Commission Recorder